

LEGEND

Staff Recommendations

Expressway/Prime Arterial (6.1,2)

Major Road Series (4.1)

Boulevard Series (4.2)

Community Collector Series (2.1)

Light Collector Series (2.2)

Minor Collector Series (2.3)

Local Public Road (LPR)

Fire Access Road (FA)

Deleted/Unbuilt Road

Road Components

Raised Median

Continuous Turn Lane

Intermittent Turn Lane

Improvement Options*

Reduced Shoulder

Proposed CE Roadway Standards

* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

Matrix Key & Level of Community Concurrence

Agree

Minor Disagreement

Major Disagreement

No Action



CE Road Segment	Board-Endorsed Network	Rationale
<p>1 Bancroft Drive (SA 950.2)</p> <p><u>Segment</u>: State Route 94 to Troy Street</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p>Minor Downgrade</p> <p>4.2B Boulevard with Intermittent Turn Lane (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p>Downgrade Classification</p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p> <hr/> <p><i>Board Alternative Map:</i></p> <p>2.2D Light Collector with Improvement Options (2+ lanes)</p> <p><i>A continuance turn lane reflects the current condition and is the preferred improvement option(with bike lanes)</i></p> <p><i>CPG Preference:</i></p> <p>Downgrade Classification</p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better. • <i>Support Land Use Goals</i> – This commercial/industrial area is primarily built out. Significant road improvements or widening would require the redevelopment of the area. • Utilize the right-of-way for 4.1B (84' to 98') to reserve the right-of-way for long range planning purposes and to accommodate existing built conditions. • <i>Planning Group Preference</i> –A two lane road classification will minimize impacts to existing residences, businesses, an elementary school and a County park. <p>Note: Any road work within the Caltrans right-of-way will require coordination between the County and Caltrans.</p>
<p>2 Troy Street (SA 950.2)</p> <p><u>Segment</u>: Entire Road</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p>Downgrade Classification</p> <p>2.2D Light Collector with Improvement Options (2+ Lanes)</p> <p><i>A continuance turn lane reflects the current condition and is the preferred improvement option(with bike lanes)</i></p>	<ul style="list-style-type: none"> • <i>Support Land Use Goals</i> – Development along this road segment is primarily built out. Significant road improvements or widening would require the redevelopment of the area. • <i>Planning Group Preference</i> – A two lane road classification will minimize impacts to existing residences and commercial businesses.

	<p><i>CPG Preference:</i> Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	
<p>3 Kenwood Drive (SC 2122) <u>Segment:</u> Bancroft Drive to the State Route 94 on/off ramps <u>Existing Condition:</u> 2 lanes (plus turn lanes; 4 lanes near SR 94 on/off ramps) <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes) <i>Intermittent turn lanes are the preferred improvement option.</i></p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes with intermittent turn lanes are sufficient to operate at LOS D or better. The turn lane on Kenwood Drive (for east bound traffic on State Route 94) should be improved to accommodate more vehicles to avoid queuing during peak commute periods. <p>Note: Caltrans coordination is required to make the interchange operational improvements.</p>
<p>4 Broadway/Campo Road (SA 1010) <u>Segment:</u> From the City of Lemon Grove boundary to State Route 94 (Valle de Oro) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i>- Four lanes are necessary to operate at LOS D or better.
<p>5 Sweetwater Road (SF 1269) <u>Segment:</u> From the City of Lemon Grove boundary to Jamacha Boulevard. <u>Existing Condition:</u> 4 lanes (with a continuous turn lane and dedicated turn lanes) <u>Current Classification:</u> Prime Arterial (6 lanes) from the City of Lemon Grove to Troy Street; and Collector Road (4 lanes, with intermittent turn lanes) from Troy Street to Jamacha Boulevard.</p>	<p>Downgrade Classification/ Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes) <i>Only a small segment of the northern portion of the road (from the City of Lemon Grove to Troy Street) is recommended to be downgraded from a Prime Arterial to a Major Road.</i></p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – a 4-lane road is required to operate at LOS D or better.

<p>6 State Route 125/Jamacha Road (SA 990) <u>Segment:</u> State Route 125 on/off ramps to Sweetwater Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Collector Road (4+ lanes)</p>	<p>Equivalent Classification 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better, except where operational improvements are required at the interchanges. <p>Note: Small segments of Jamacha Road (west and east of State Route 125) will operate at LOS E/F (40K ADTs). Operational improvements are unfunded in the SANDAG 2030 RTP.</p>
<p>7 State Route 125/Jamacha Boulevard (SF1397) <u>Segment:</u> State Route 125 on/off ramps to Gillispie Drive <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes; this could also include intermittent turn lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Four lanes are necessary to operate at LOS D or better, except where operational improvements are required at the interchanges. <p>Note: Small segments of Jamacha Boulevard (west and east of State Route 125) will operate at LOS E/F (35K ADTs). Operational improvements are unfunded in the SANDAG 2030 RTP.</p>
<p>8 Elkelton Boulevard (SC 2190) <u>Segment:</u> Jamacha Road to Quarry Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Minor Downgrade 4.2B Boulevard with Intermittent Turn Lane (4+ lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – A four lane road is required to operate at LOS D or better.
<p>9 Paradise Valley Road (SA 1050) <u>Segment:</u> Between SR125 on/off ramps and Grand Avenue <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Minor Downgrade 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – A four lane road is required to operate at LOS D or better. <p>Note: Operational improvements are unfunded in the SANDAG 2030 RTP.</p>

<p>10 Worthington Street (SC 2210) <u>Segment:</u> Between Paradise Valley Road and the southern planning area boundary (SR54) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Downgrade Classification 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A two lane road with an intermittent turn lanes will operate at LOS D or better.
<p>11 Grand Avenue (SC 2200) <u>Segment:</u> Apple Street to the southern terminus of Grand Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2D Light Collector with Improvement Options (2+ lanes) <i>Raised Median</i> <i>CPG Preference:</i> Remove from CE Network Retain the short segment south of Jamacha Boulevard as a local public road.</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – A two lane road with a raised median should operate at LOS D or better. • <i>Support Land Use Goals</i> – The raised median could provide an opportunity for landscaping that would enhance this older commercial area.
<p>12 Apple Street (SA 990) <u>Segment:</u> Grand Avenue to Maya Street <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Although the threshold capacity will be slightly exceeded, it does not justify a four lane road reclassification. • <i>Support Land Use Goals</i> – Widening Apple Street to four lanes would severely impact this established single-family neighborhood where the existing ROW is very limited. The proposed classification will require that a parking prohibition is enforced on one side of the street. <p>Note: The proposed classification for this segment will operate at LOS E (12.9K ADTs).</p>

<p>13 Maya Street (SA 990) <u>Segment:</u> Between the intersection of Apple Street and Maya Street and Jamacha Boulevard <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p>Downgrade Classification 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Two lanes are necessary to maintain an LOS A-C.
<p>14 Jamacha Boulevard (SF 1397) <u>Segment:</u> Pointe Parkway to Sweetwater Springs Boulevard <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification 4.1A Major Road with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – Operational improvements (dedicated turn lanes) at the intersection of Jamacha Boulevard and Sweetwater Springs Boulevard should address the LOS deficiency. <i>Support Land Use Goals</i> – The raised median should facilitate safer traffic movements at this key intersection in the community. <p>Note: A small segment south of Sweetwater Springs Boulevard will operate at LOS F (43K).</p>
<p>15 Sweetwater Springs Boulevard (SA 970) <u>Segment:</u> State Route 94 on/off ramps to Del Rio Road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Major Road (4+ lanes)</p>	<p>Equivalent Classification 4.1A Major Road with Raised Median (4+lanes)</p>	<ul style="list-style-type: none"> <i>Road Capacity</i> – A four lane road is required to operate at LOS D or better. A dedicated turn lane at the SR94 on/off ramp will improve the LOS deficiency. <i>Support Land Use Goals</i> – A raised median will facilitate safer traffic movements for this road segment located within a mixed use area. <p>Note: A short segment south of State Route 94 will operate at LOS E.</p>

<p>16A Austin Drive (SC 2130) <u>Segment:</u> Avenida Bosques to Sweetwater Springs Boulevard <u>Existing Condition:</u> 2 Lanes <u>Current Classification:</u> Light Collector (2+ lanes)</p>	<p>Minor Upgrade 2.2A Light Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are required to operate at LOS D or better. Operational improvements at the intersection of Austin Drive and Sweetwater Springs Boulevard will improve the LOS deficiency. • <i>Support Land Use Goals</i> – The raised median would provide controlled and safer traffic movements at a major intersection with commercial and civic land uses.
<p>16B Austin Drive (SC 2130) <u>Segment:</u> South Barcelona Street to Avenida Bosques <u>Existing Condition:</u> 2 Lanes <u>Current Classification:</u> Light Collector (2+ lanes)</p>	<p>Equivalent Classification 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate at LOS D or better.
<p>17 South Barcelona Street (SC 2110) <u>Segment:</u> Between State Route 94 and Austin Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector Road (2+ lanes)</p>	<p>Equivalent Classification 2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> • <i>Road Capacity</i> – Two lanes are sufficient to operate LOS D or better.